



**AGENDA
TOWN OF SUPERIOR
PLANNING COMMISSION MEETING
MAY 1, 2012
7:00 p.m.
BOARD ROOM**

- 1) Call to Order
- 2) Roll Call
- 3) Public Comment on Consent Agenda and Non-Agenda Items (5 minutes per person)
- 4) Consent Agenda
A. Minutes of April 3, 2012
- 5) Public Hearing and recommendation of Town 9 Park Enhancement Project
- 6) Staff Announcements/ Miscellaneous
- 7) Adjournment

**TOWN OF SUPERIOR
PLANNING COMMISSION**

MINUTES OF APRIL 3, 2012

The Planning Commission for the Town of Superior met in a regular meeting on April 3, 2012 at the Town Hall, 124 E. Coal Creek Drive, Superior, Colorado.

CALL MEETING TO ORDER

Chairperson Cracraft called the meeting to order at 7:00 p.m. and asked for the reading of the roll.

CALLING OF THE ROLL

Present: Chairperson John Cracraft; Commissioners Clint Folsom, JoAnne Eaton (came later); Ian Elverson, Phyllis Hardin, Bob McCool, Tom Ricker; Planner Fred Fox. Absent: Vice-Chairperson Kraig Prestesater, and Commissioner Rochelle Rittmaster.

CONSENT AGENDA

Commissioner Eaton moved to approve the minutes of February 7, 2012. Seconded by Commissioner Ricker. Ayes – 6 (Cracraft, Eaton, Folsom, Hardin, McCool, Ricker). Abstain – 1 (Elverson). Motion carried.

Commissioner Eaton moved to approve the minutes of February 21, 2012. Seconded by Commissioner Ricker. Ayes – 6 (Cracraft, Eaton, Elverson, Folsom, Hardin, Ricker). Abstain – 1 (McCool). Motion carried.

DISCUSSION AND CONSIDERATION OF US 36 INTERCHANGE IMPROVEMENT OPTIONS

Fred Fox, Town Planner, said as part of the Land Use Code the Planning Commission is to review major public improvements. This is a major public discussion and consideration of the US 36 and McCaslin Blvd Interchange improvements that have been discussed by the Town Board, CDOT (Colorado Department of Transportation) and the City of Louisville. The Town's Superintendent of Public Works, Alex Ariniello, will give a presentation about options for improvements to the interchange and as a result of the discussion by the Commissioners there will need to be some sort of recommendation for Mr. Ariniello to continue to move forward with this project.

Alex Ariniello, Town of Superior Superintendent of Public Works, gave a presentation. A summary of his comments are as follows:

- Short interchange history – The Turnpike was built in 1952. The original plan was to have Dillon Road connect with Marshal Road. McCaslin Blvd was not built at that time and there was very limited movement.
- In the 1960 – McCaslin Blvd was extended and gave a little more movement.
- In 1980 – the interchange was rebuilt and was a diamond shape. Turn lanes had very limited storage. As the Superior Marketplace filled out turning became even more of an issue.
- In 2000 or 2001, the median was taken out so that there could be more room for side by side turn lanes.
- In 2003-2005 the Southwest Loop was added. Relocated Marshall Road was in place and old Marshall Road had been removed. The Park-n-Ride was added as well as the bridge. This solved about 2/3 of the problems that were happening at the interchange.
- During the process of designing the Southwest Loop there was a plan to add the Northeast Loop. The Town entered into an Intergovernmental Agreement with the City of Louisville for the Northwest Loop but CDOT put that on hold because they didn't know what the footprint of US 36 would be.
- As part of their EIS (Environment Impact Study), CODT did not recommend the Northeast Loop but instead suggested a dual left turn lane at the bridge for traffic turning west to Boulder. The City of Louisville said they did not want to do a Northeast Loop.
- Both communities did evaluations to see what would be the best options for this area.
- There have been a number of alternatives and some public meetings to get to the two options being presented tonight.
- Some of the existing issues in the morning hours are; Northbound queuing for westbound on-ramp, queuing on westbound on-ramp, and uneven southbound lane usage.
- The afternoon issues are; Eastbound off ramp and Marshall Road and queuing of southbound right turn lane onto Marshall.
- Future traffic forecasts are from Denver Regional Council of Governments' (DRCOG) 2035 model. The Jefferson Parkway is also included in this model. The forecasts are fairly high; they predict that employment in Superior will quadruple mostly due to the Town Center.
- On the bridge there are about 40,000 vehicles per day and that is forecasted to go to 60,000 -70,000.
- In late 2011 the process began for the improvements. There were consultants and committees made up of Superior's Board of Trustees, the City of Louisville's City Council, Managers and Staff who reviewed the 6 potential concepts. Three were carried forward for more detailed evaluation. These concepts were presented to the public open house in February.
- The concepts that were carried forward were a roundabout, the dual left northbound turn, and the Diverging Diamond.
- They also looked at new roadway connections from Louisville into Superior without having to use the bridge and those are at Dahlia Street or Campus Drive. This concept has some potential. It would draw about 7,000 vehicles from the bridge. An issue CDOT is revisiting is the Coal Creek Bridge Issue. They thought they would

have to raise US 36 but are now talking about having three box culverts. They felt this will prevent the creek from going over US 36 so they leave the elevation as it is today.

- Dahlia Street is not a possibility at this time. The other option is to extend Campus Drive. It didn't take a whole lot of traffic off McCaslin Blvd because 88th Street already serves the purpose.
- Three major comments that were made at the public open house were: Purposed design should meet or exceed capacity of the Northeast Loop, the McCaslin Blvd/Marshall Road weave and existing que's from the bridge to Marshall Road.
- Performance measures over 5 year intervals and costs were reviewed for each of the concepts.
- The dual left option going onto the westbound ramp would require bridges on each side for pedestrians.
- The Diverging Diamond would take the northbound two lanes on McCaslin Blvd and cross them over the southbound lanes and then go northbound. So if someone is going to Boulder they would stop once and then free flow from there.
- Mr. Ariniello showed a video of what the 2025 double left would look like.
- He said there is also a video of the Diverging Diamond in 2030 and an explanation of what happens with the traffic. This design really benefits the McCaslin Blvd/Marshall Road weave.
- Mr. Fox asked if the reason for not considering widening the bridge is the cost. Mr. Ariniello said they are trying to preserve the existing structure and design issues.
- The Diverging Diamond has significant benefits for buses and bus riders.
- Mr. Fox has concerns about the RTD (Regional Transportation District) station and pedestrians. Mr. Ariniello favors the Diverging Diamond.
- The options have been narrowed down to the dual left and the diverging diamond.
- Costs for the dual left is about \$3.7 million. Basically the pedestrian bridges are about \$950,000 and only about \$2 million for the double left. The left span is only about 10 years.
- The Diverging Diamond with the RTD improvements is about \$12 million. This should last about 15 years. Benefits of each were shown on screen.
- Travel time summary comparisons were also shown.
- The roundabout would be about \$3 million but there could significant issues in about 3 years. Movement off of US 36 westbound would have issues and cause queuing.
- It will be a lengthy approval process but Staff would like to have this included in Phase 2 of the US 36 improvements.
- The City of Louisville is receptive to the Diverging Diamond plan. They still have to take it to their City Council.

Discussion by Staff and the Planning Commission. A summary of their comments are as follows:

- Mr. Fox asked if this is a complicated or medium construction job. It is complicated because of the existing traffic.

- Commissioner Ricker asked if there has been any consideration with the Phase 1 US 36 improvements that are happening right now. Mr. Ariniello said not yet but Staff is trying to come up with a concept that everyone can agree on and then figure out how to make it work within Phase 2.
- Chairperson Cracraft asked about the pedestrian safety with the Diverging Diamond. There was a discussion about how pedestrians would travel.
- Commissioner Ricker asked if there are any traffic safety issues with the Diverging Diamond. They haven't been around long enough to really know but guessing that going from a 2 phase to a 3 phase would be safer.
- Chairperson Cracraft asked about slip ramps into the Superior Marketplace.
- Chairperson Cracraft asked about any updates regarding RTD's FasTracks. He was told that there would be a commuter rail to Church Ranch Blvd. There are no plans for commuter rail to come further west than that.
- A video of the Springfield, Missouri Diverging Diamond was shared with the Commissioners.
- Chairperson Cracraft is concerned with the bicycle traffic going through the diamond.
- Commissioner Ricker asked about the condition of the bridge. He was told it is about 30 years old and has maybe another 30 years of life. It's been inspected and it seems to be fine.
- Mr. Fox was wondering if this is going to be a problem once the Town Center is built.
- Chairperson Cracraft asked if there is any CDOT money that will be part of this. Mr. Ariniello said the Town's portion would be about \$3.5 million. Another \$5 million would be RTD's improvements and they are hoping to maybe get help from CDOT and/or DRCOG. Louisville would be responsible for \$3.5 million as well.
- Commissioner Folsom asked what would be the RTD pedestrian bridge cost. He was told it would be about \$5 million the two new ones.
- Chairperson Cracraft asked if there are no other solutions that would last for more than 15 years because by then it will be about time to rebuild the bridge.
- Commissioner Folsom said he is glad that the roundabout was scrapped. It seemed very accident prone.
- Commissioner McCool asked if pedestrians would be able to take advantage of the Coal Creek trail. He was told there is a trail planned in Phase 1.
- Commissioner McCool asked about cost to have pedestrians going down the middle - similar to the Missouri DDI. He was told it could cost between \$1 and \$2 million dollars. Putting people down the middle would have two crossings instead of four.
- Chairperson Cracraft said his biggest concern is the pedestrians and thinks the pedestrian crossing in the middle would be the safest.
- Commissioner Eaton would like to see the Diverging Diamond recommended.
- Chairperson Cracraft likes the idea because it solves the McCaslin Blvd/Marshall Road weave.
- Commissioner Hardin said she is torn and likes the double left because it's what she is familiar with.
- Commissioner Folsom is concerned with complexity and cost of the Diverging Diamond.

- Chairperson Cracraft said he would like to maybe just see the bridge widened. He asked what the cost for the Northwest Loop was. He was told it was about \$7 million two years ago.
- Commissioner Ricker said he prefers the Diverging Diamond.
- Discussion about what would happen in 2030 to fix traffic issues when the diverging diamond breaks down and is no longer effective.
- Chairperson Cracraft prefers the diverging diamond. He feels that it solves so many current traffic issues.
- Chairperson Cracraft asked that if we don't believe the traffic counts how far out does it take the double left out and Mr. Ariniello said he doesn't feel the double left can handle the Town Center traffic after it's developed. This would create even more of a problem with the McCaslin Blvd/Marshall Road weave.
- Chairperson Cracraft stated that the majority or the Planning Commission seem to favor the diverging diamond but are concerned with the cost and the schedule impact associated with the improvement. The simplicity and cost make the double left more likable.
- Chairperson Cracraft said that if the diverging diamond is what is decided they would like to see it more pedestrian friendly.
- Commissioner McCool asked if the single left is at capacity. He was told that occasionally in the morning it does back up to Marshall Road.
- Chairperson Cracraft stated that the Northeast loop didn't solve the weave issue and really the only option that would help with that would be the diverging diamond.

The recommendation of Planning Commission is in favor of the diverging diamond alternative with the provision bike/pedestrian access in the middle of a widened bridge.

STAFF ANNOUNCEMENTS

Fred Fox said the first joint meeting on the Comprehensive Plan Update was held last night. The next meeting is a community meeting that will be held on May 3rd. Other meetings will be about two per month.

ADJOURNMENT

Chairperson Cracraft adjourned the meeting.



ITEM NO. 5

INFORMATION FOR MEETING OF THE SUPERIOR PLANNING COMMISSION

AGENDA ITEM NAME: Public Hearing and Recommendation of Town 9 Park Enhancement Project

MEETING DATE: May 1, 2012

PRESENTED BY: Martin Toth, Parks and Public Works Director

PRESENTED FOR: Action

BACKGROUND:

At the direction of the Town Board, the Town's Parks, Recreation, Open Space and Trails Advisory Committee (PROSTAC) took on a significant project in 2011 as part of the Committee's Work Plan: to bring the Board options and recommendations for further development of Town 9 Park that would result in a high quality neighborhood park, consistent with the quality and service level of neighborhood parks throughout Superior, and consistent with the Town's Comprehensive Plan and the PROST Master Plan. To complete this task last year, PROSTAC worked with staff and a consultant team led by parks and recreation planning facilitator, Chris Dropinski, Senior Principal of GreenPlay, LLC, and Shanen Weber, Principal of Design Concepts, a landscape architecture firm, to coordinate an extensive community engagement process to develop a consensus-based plan for future improvements to complete Town 9 Park.

The purpose of the community engagement process was to find out what residents feel should be the priorities for improvements to consider at Town 9 Park, a neighborhood park facility (neighborhood parks are generally intended to serve citizens in surrounding neighborhoods, and Town 9 Park provides critical buffer, recreational and social space for nearby residents). This process spanned several months and included multiple meetings with PROSTAC and the community. The results of this process were presented to the Town Board last year over two separate meetings, and the Board subsequently included in the 2012 Budget funding to design and construct this project. PROSTAC, staff and the consultant team have worked this year to complete the final recommended design, and it is being presented to the Planning Commission this evening for review.

Shanen Weber of Design Concepts will provide an overview of the design process, the options that have been considered, and the design that is being recommended.

The timeline following tonight's meeting: the Town Board is scheduled to receive a presentation of the design during their May 14 meeting; construction drawings are scheduled to be finalized and posted in the latter part of May to solicit construction bids; a construction contract is scheduled for Board consideration during one of their two meetings in June; construction begins in July and is completed by September.

Recapping the process from last year, the Town 9 Park community engagement process began with a community meeting with PROSTAC on February 23, 2011, when citizens worked with Chris Dropinski to identify what they feel Town 9 Park should look and feel like. This feedback was used to develop three feasibility ("bubble") diagrams depicting possible features and levels of activity at the park. This information was posted at Town Hall and online, and then citizens were invited to provide opinion and feedback based on these diagrams. PROSTAC used this feedback to further develop the three themes – including one ideal concept – for Town 9 Park that integrated as much citizen feedback as possible.

The Board reviewed the preliminary results of this process, including the three themes during their June 27, 2011, meeting. At that time the Board directed staff to engage a consultant to create a Master Plan for Town 9 Park that illustrates potential improvements in a rendered plan with to-scale graphics to show a higher degree of detail for the size, shape and orientation of the project with cost estimates to consider as part of the 2012 Budget process. PROSTAC and staff worked with the consultant team to create the Master Plan and preliminary planning budget for project. The Master Plan was presented to the Board during their August 22, 2011, meeting.

As part of the 2012 Budget process the Board, based on the recommendations provided in the Master Plan for Town 9 Park, approved \$700,000 in General Capital and Conservation Trust Fund, and provided direction to staff to apply for a grant of \$150,000 from Great Outdoors Colorado (GOCO) for this project. Grant award notification is expected mid-June.

Over recent weeks PROSTAC has worked with staff and the consultant team from Design Concepts to develop the recommended final design. This included a community meeting on April 25, 2012. During that community meeting there was strong support for the project design.

RECOMMENDED ACTION:

Proceed with improvements.

PROS:

- Provides completed neighborhood park facility to serve residents of Original Town and Sagamore.

- This is a longstanding project that has received a tremendous amount of citizen input over many years.

CONS:

- None.

BUDGET IMPLICATIONS:

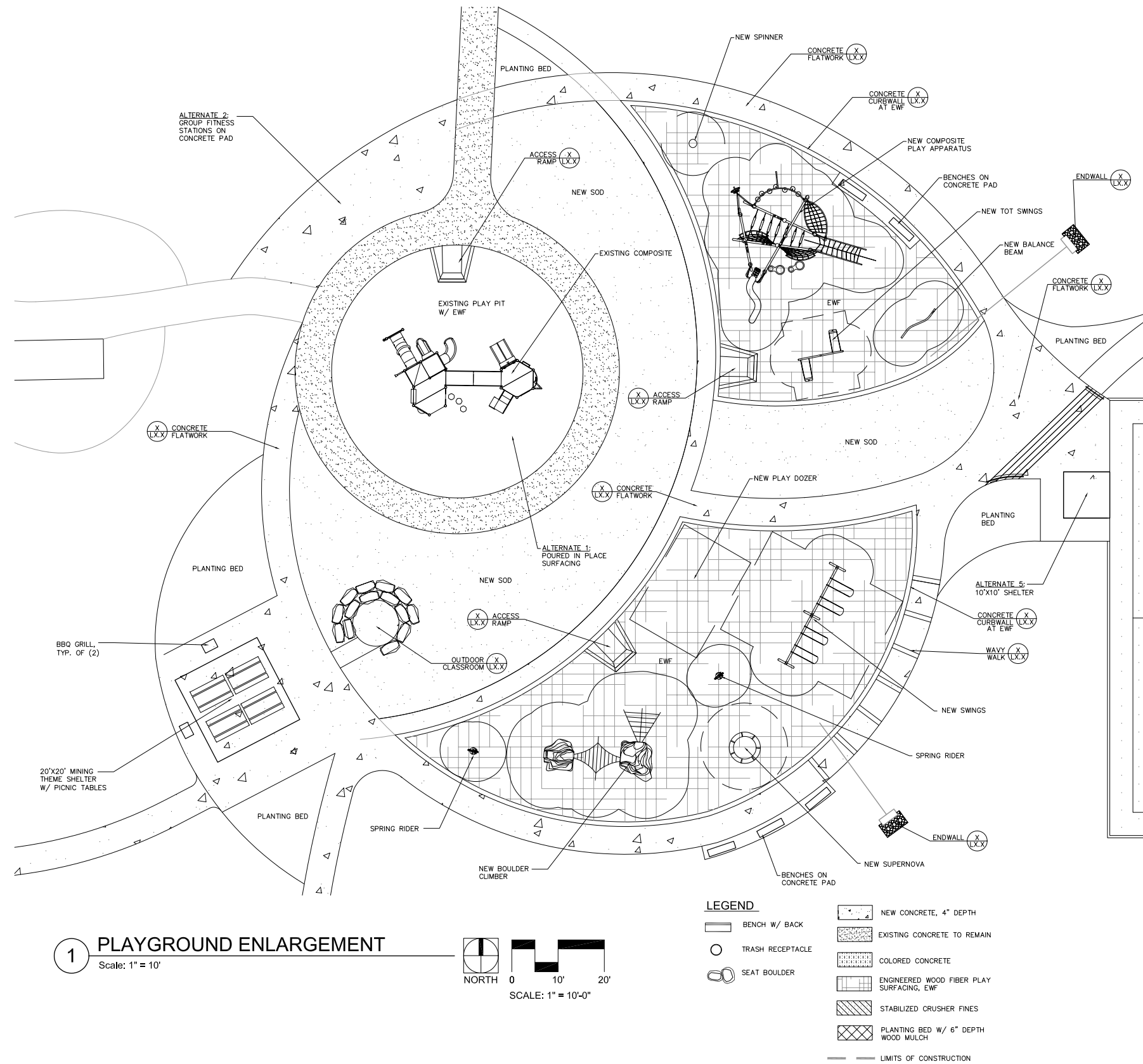
- The 2012 Budget allocates \$700,000 for this work in General Capital and Conservation Trust Funds. The Town applied for a grant of \$150,000 from Great Outdoors Colorado (GOCO) to help offset this project expense.

MOTION:

Move to approve a recommendation to proceed with the Town 9 Park Enhancement Project.

ATTACHMENTS:

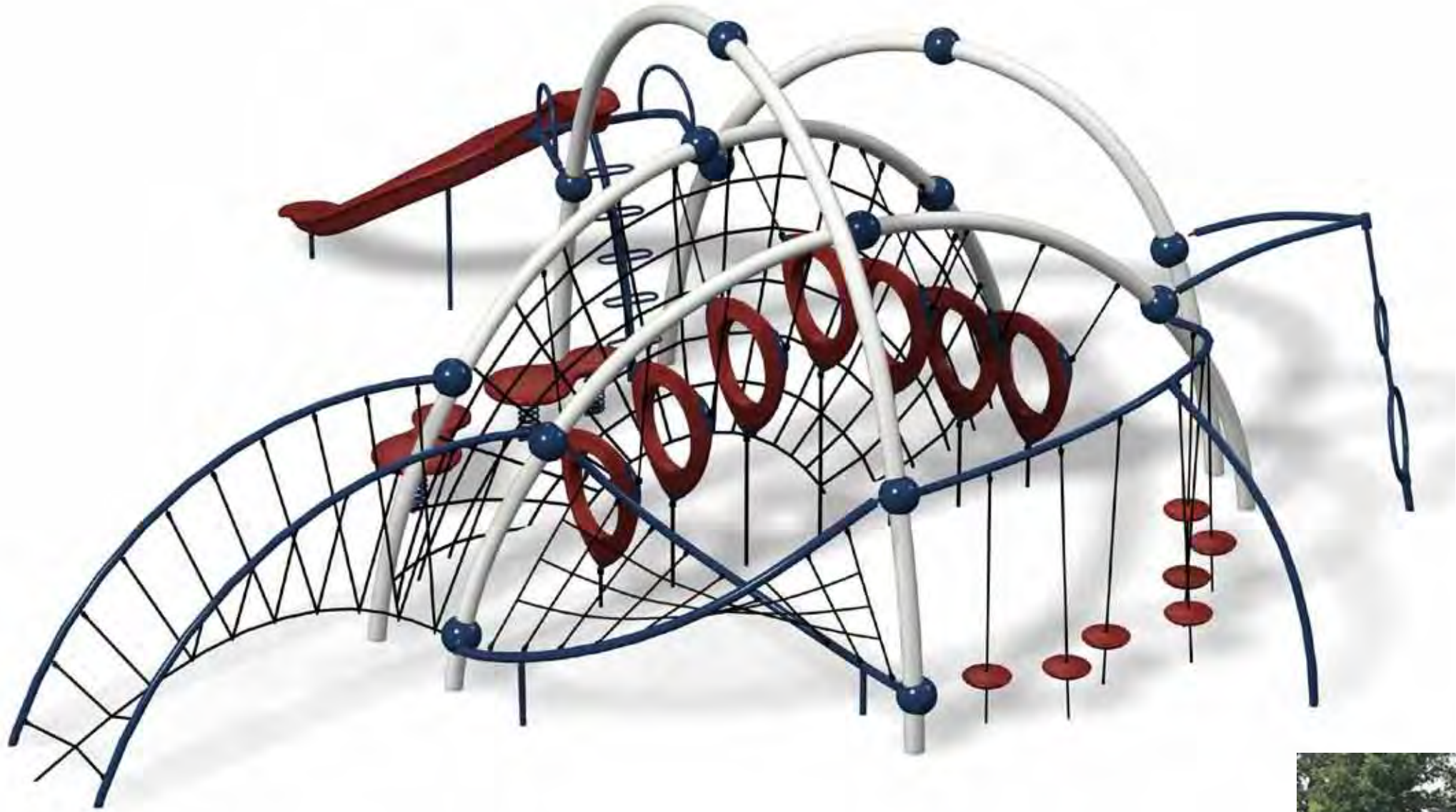
- Presentation
- Site master plan rendering
- Plan set



DESIGN DEVELOPMENT
APRIL 25, 2012

TOWN OF SUPERIOR | PROSTAC

NORTH PLAY PIT



DESIGN DEVELOPMENT
APRIL 25, 2012

TOWN OF SUPERIOR | PROSTAC

SOUTH PLAY PIT



DESIGN DEVELOPMENT

APRIL 25, 2012

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FITNESS STATIONS



DESIGN DEVELOPMENT
APRIL 25, 2012

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SITE FURNISHINGS



DESIGN DEVELOPMENT

APRIL 25, 2012

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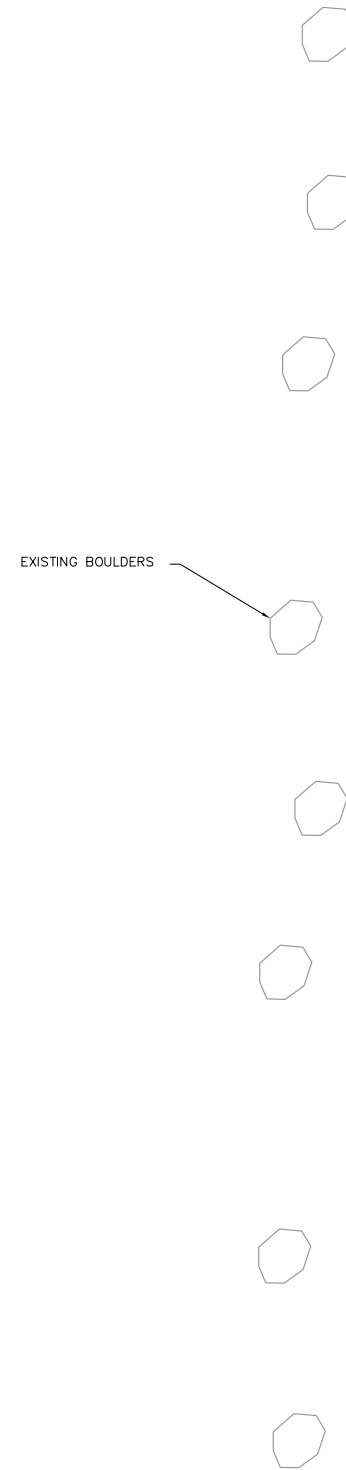
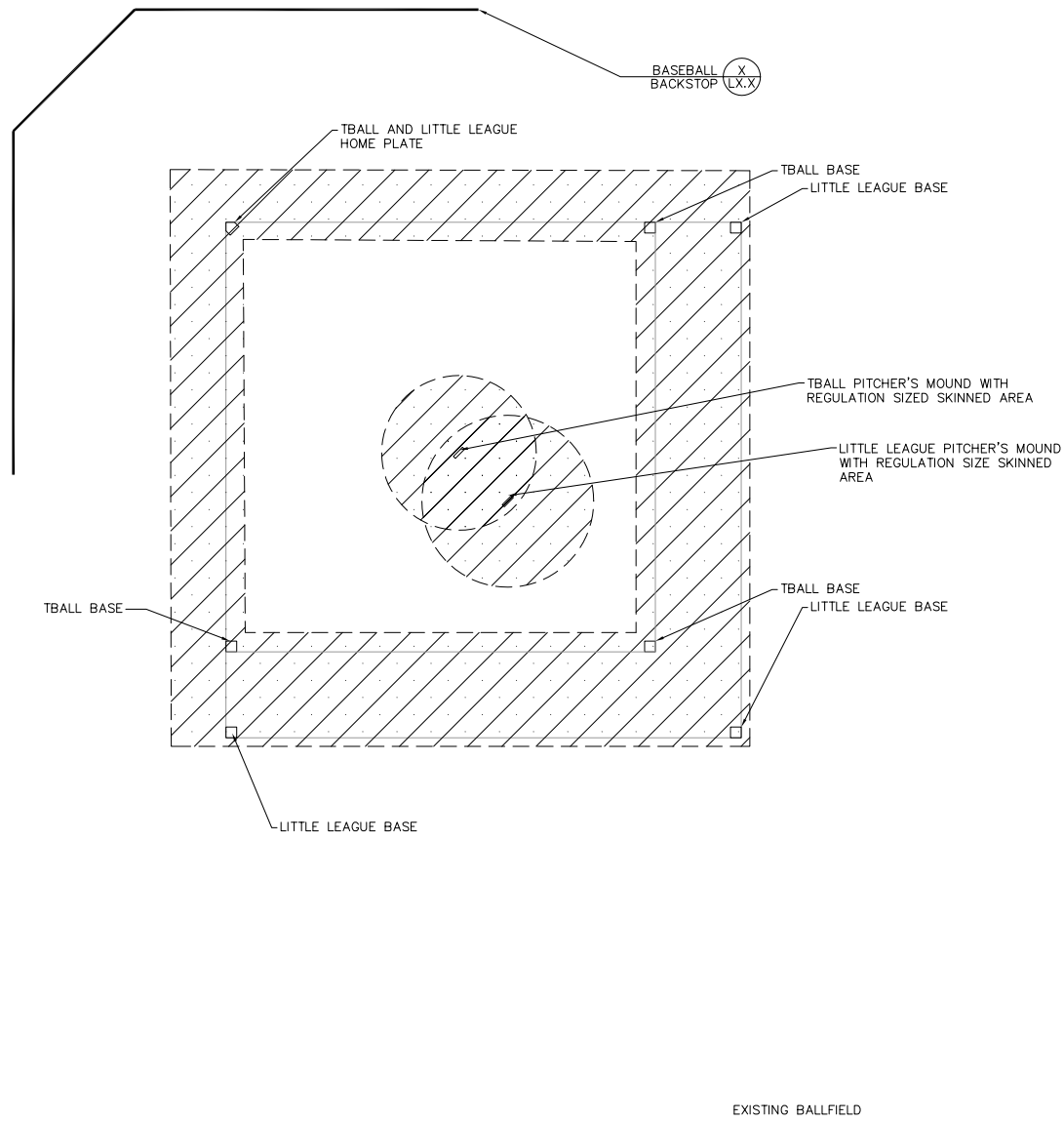
SHELTER






NORTHWEST

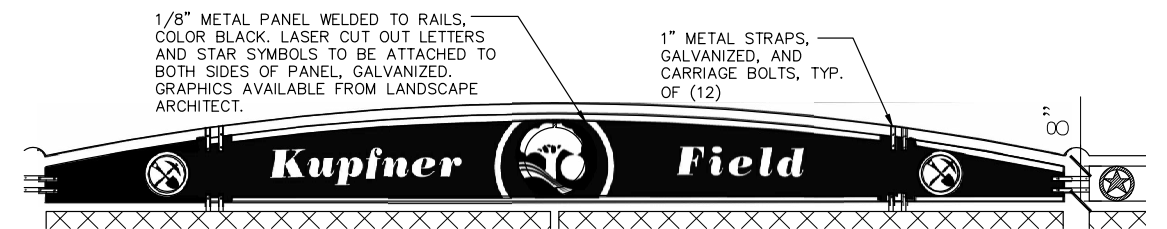
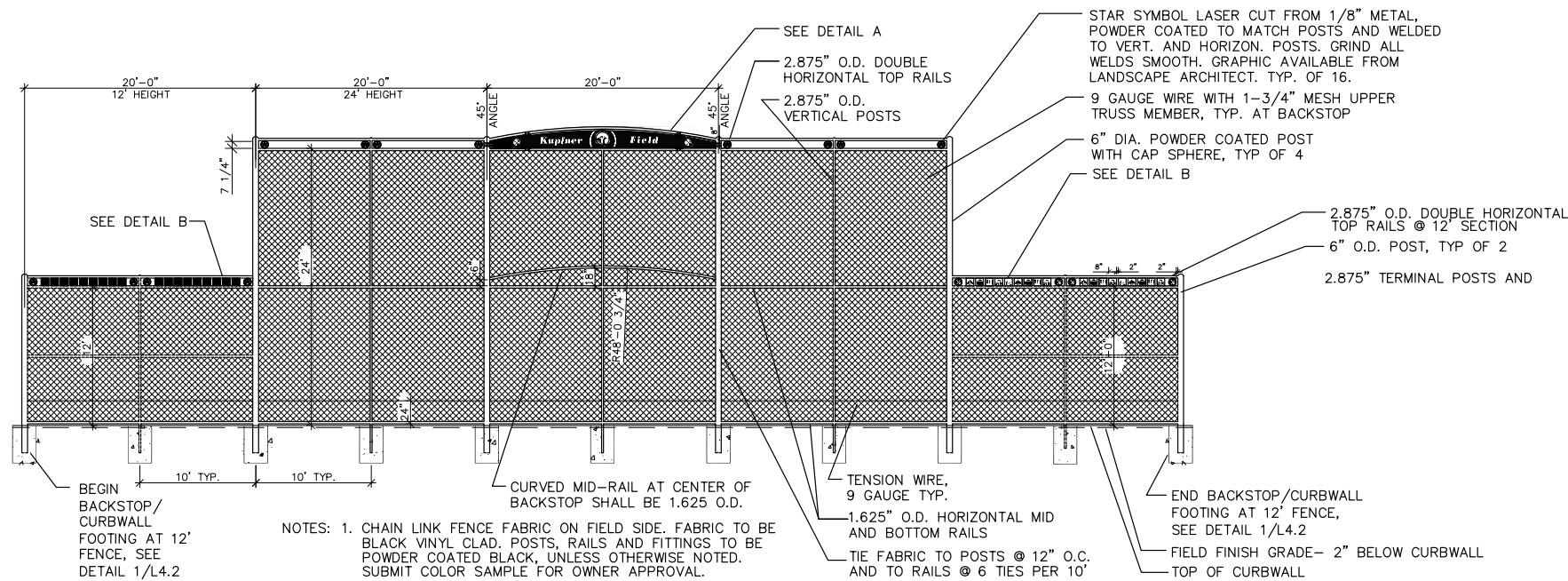
DESIGN DEVELOPMENT
APRIL 25, 2012

TOWN OF SUPERIOR | PROSTAC



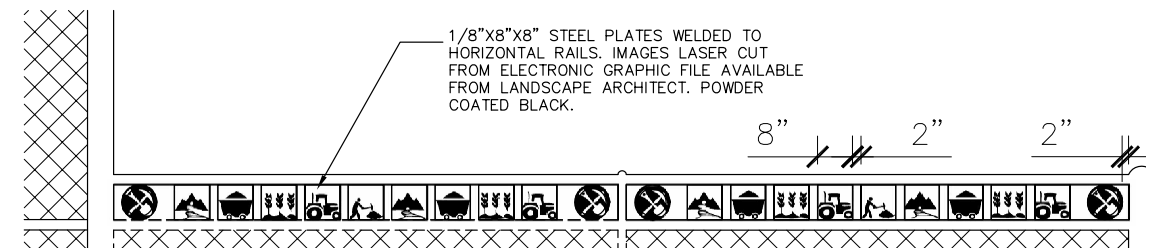
LEGEND

-  STABILIZED CRUSHER FINES
-  SEAT BOULDER
-  SOD



DETAIL A
SCALE: 1/2"=1'-0"

NOTE: CONTRACTOR SHALL PROVIDE SHOP DRAWINGS FOR REVIEW AND APPROVAL OF BACKSTOP SIGN GRAPHICS, TEXT AND FASTENERS.



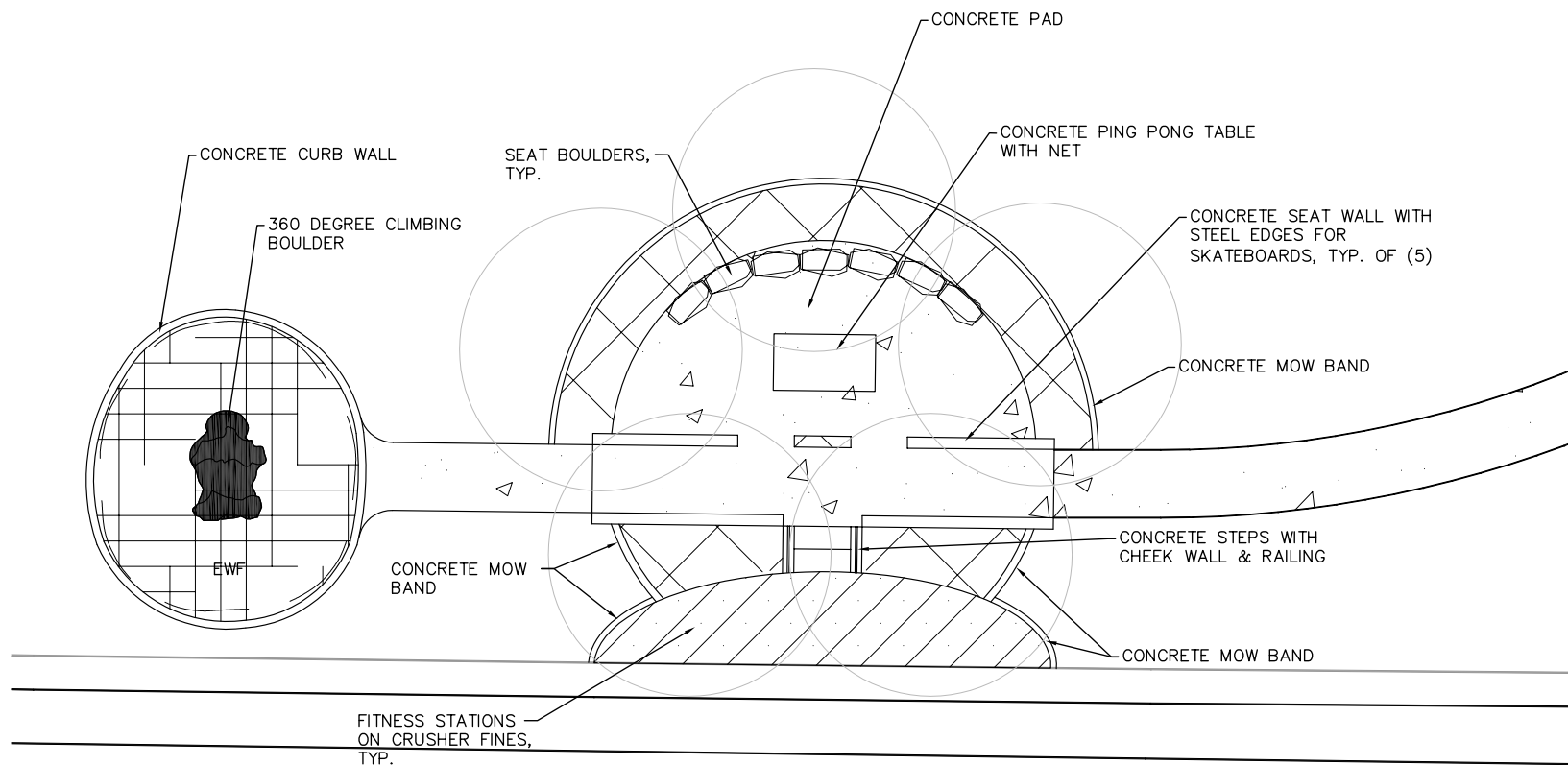
DETAIL B
SCALE: 1/2"=1'-0"

X BACKSTOP

SCALE: 1" = 1'-0"

DESIGN DEVELOPMENT
APRIL 25, 2012

TOWN OF SUPERIOR | PROSTAC



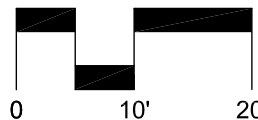
1

TEEN AREA ENLARGEMENT

Scale: 1" = 10'



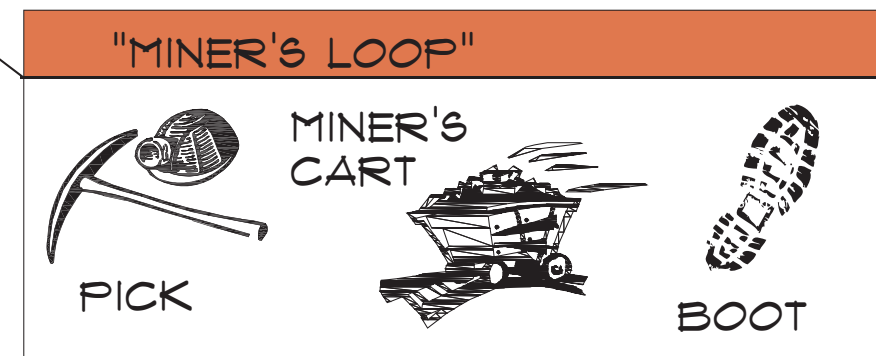
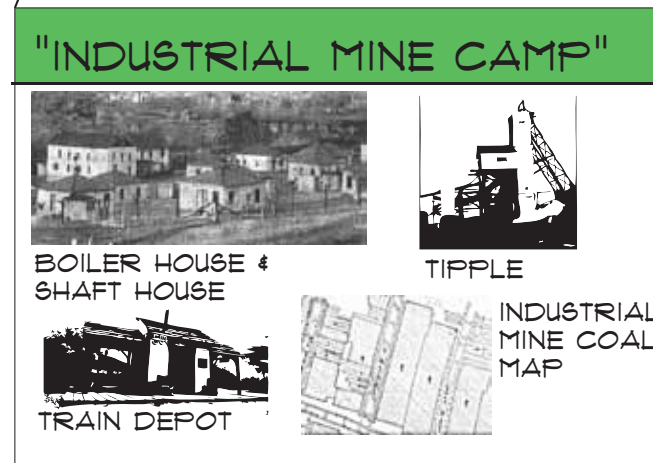
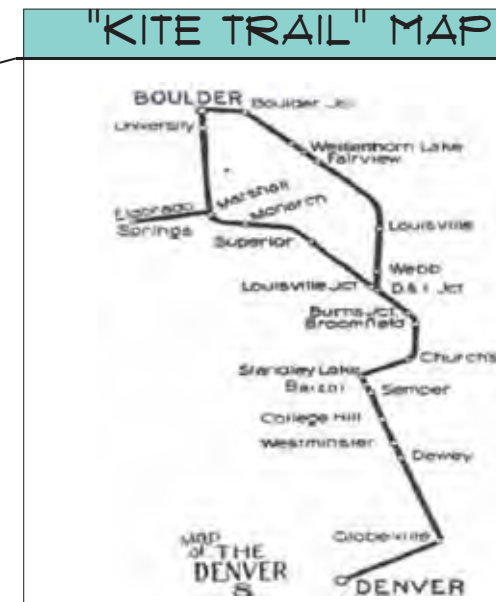
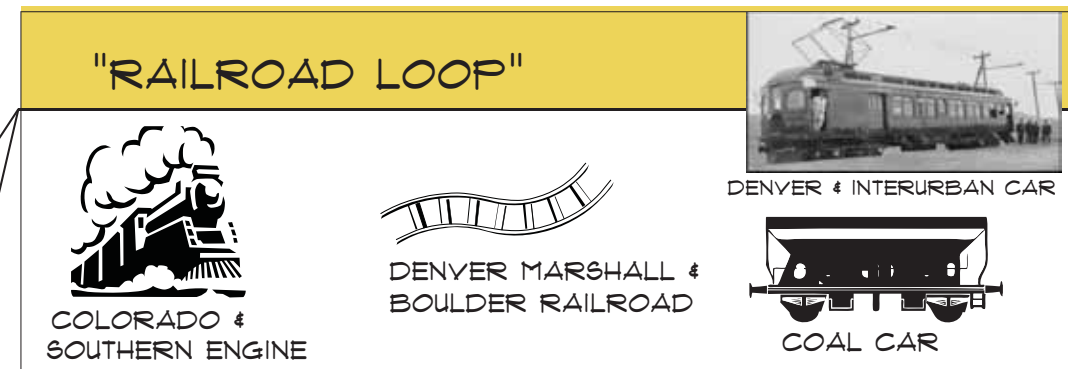
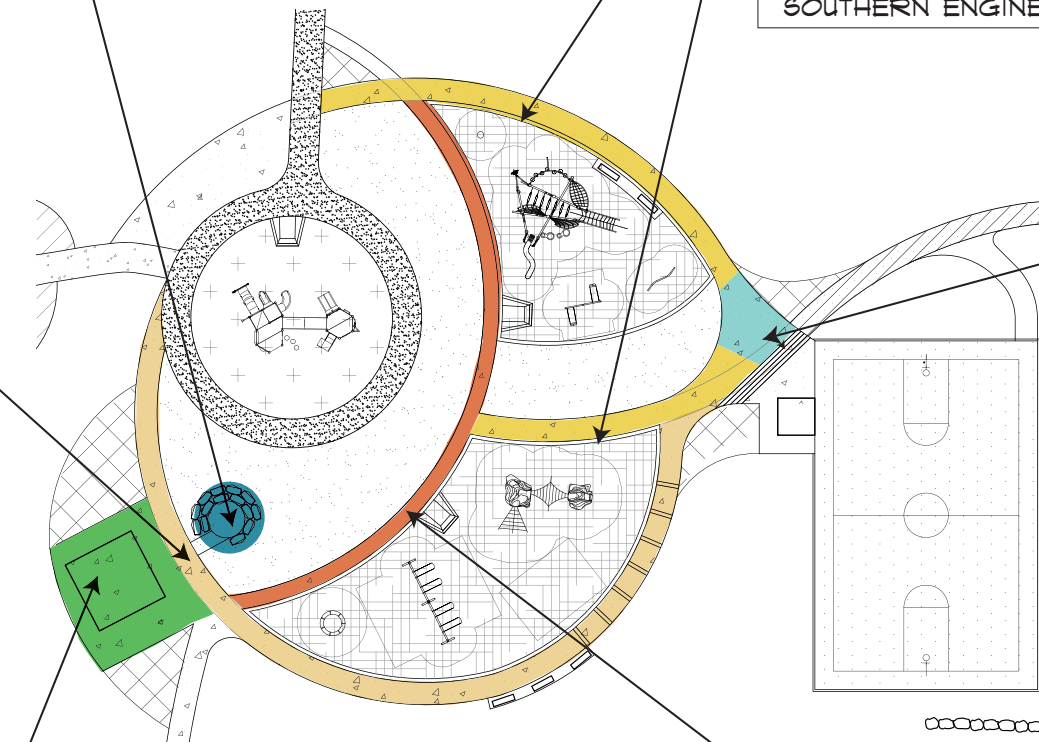
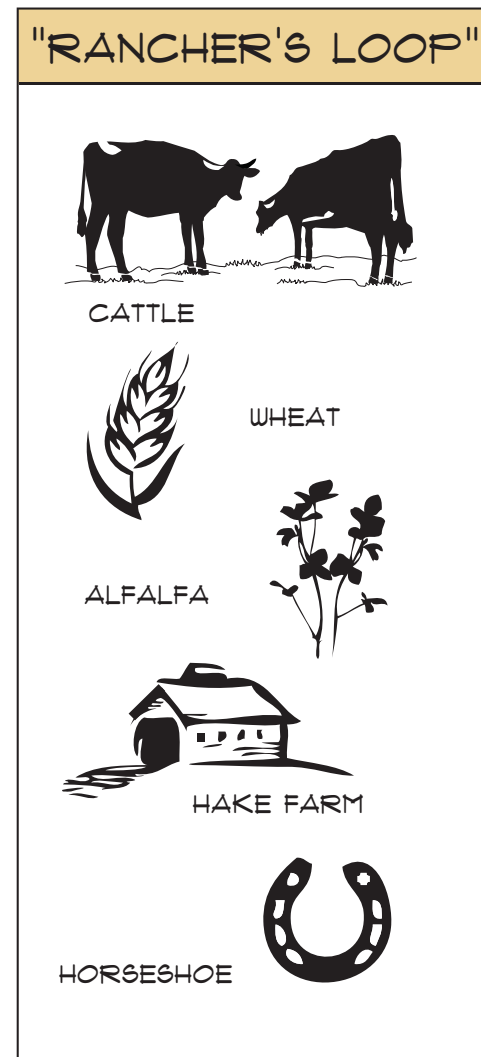
NORTH



DESIGN DEVELOPMENT
APRIL 25, 2012

TOWN OF SUPERIOR | PROSTAC

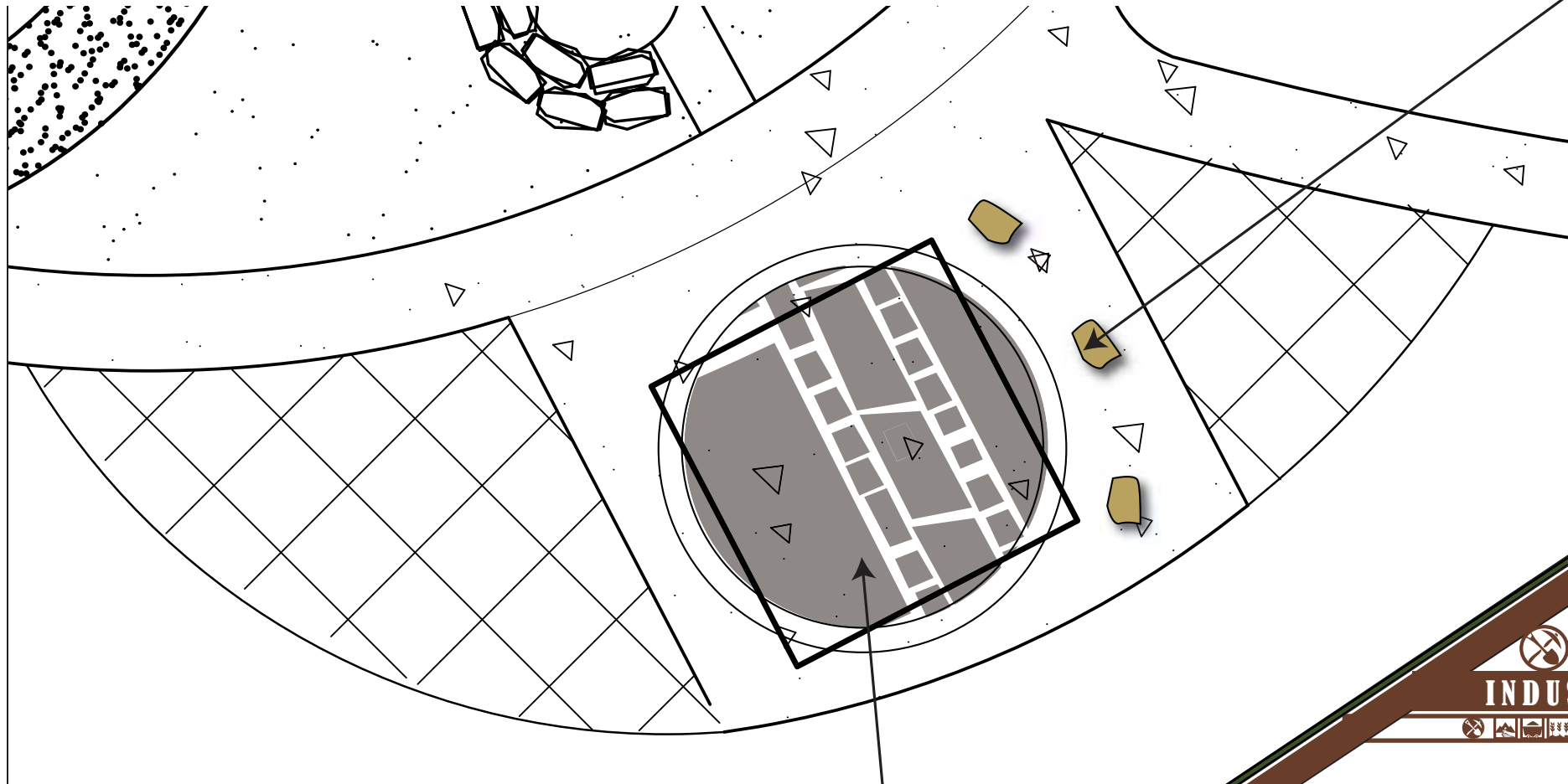
TOWN 9 | PLAYGROUND THEMING



DESIGN DEVELOPMENT
APRIL 25, 2012

TOWN OF SUPERIOR | PROSTAC

TOWN 9 | SHELTER PLAZA



INSPIRATION: INDUSTRIAL MINE MAP



INSPIRATION: EDUCATIONAL STONES



"MINE SHAFT" SHADE SHELTER W/ STONE COLUMNS

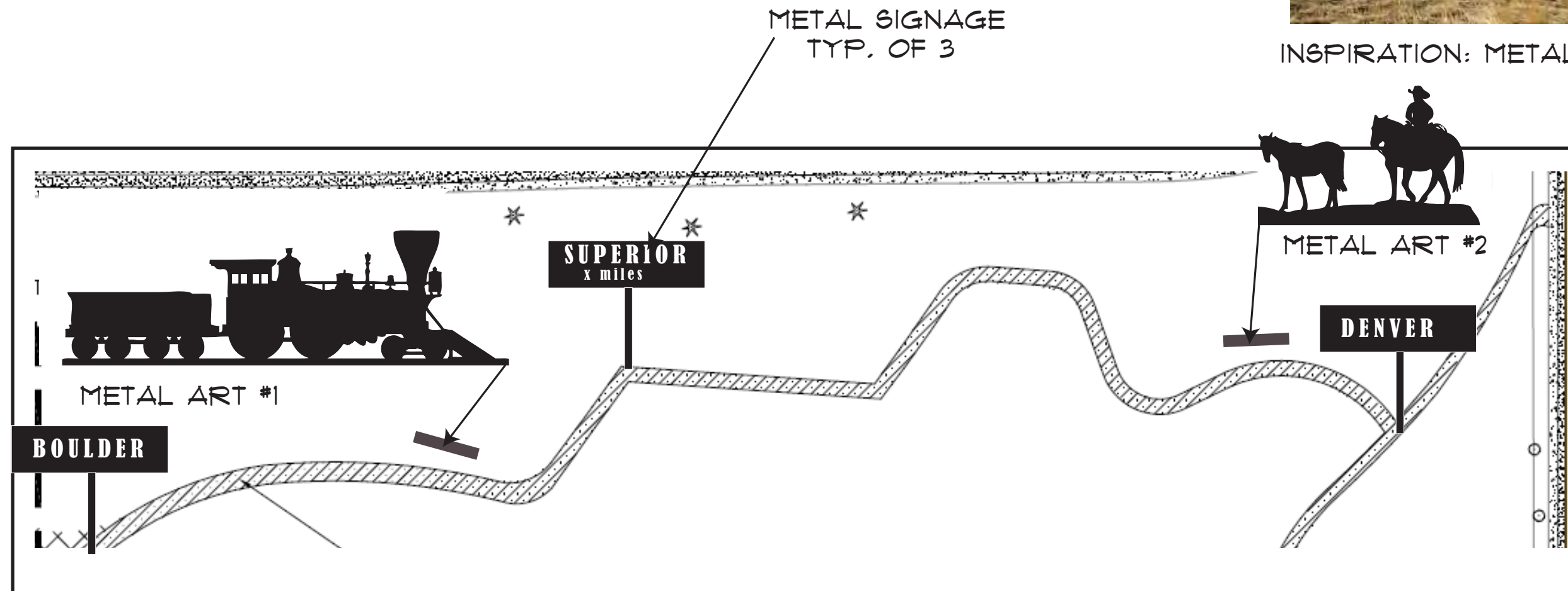
DESIGN DEVELOPMENT
APRIL 25, 2012

TOWN OF SUPERIOR | PROSTAC

TOWN 9 | "KITE TRAIL"

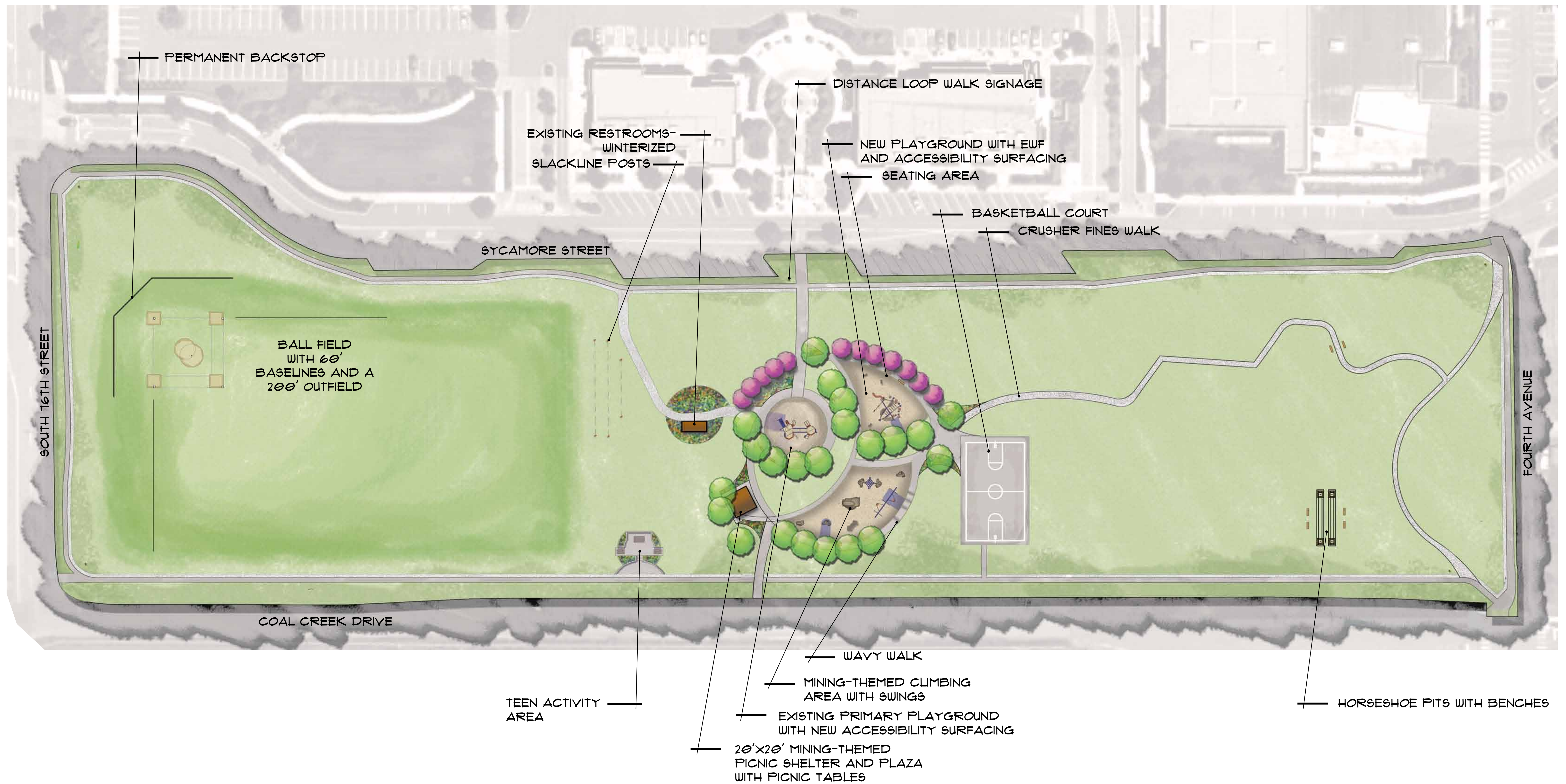


INSPIRATION: METAL ART



DESIGN DEVELOPMENT
APRIL 25, 2012

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Town 9 Park - 2012 Recommendation